

C1 D activated, as a result of receiving an over-speed indication, fuel flow is only initiated when each over-speed signal is removed.

Sub F3
C2 6. (twice amended) A fuel system interface for a gas turbine engine including a rotor, said interface coupled to the gas turbine engine to receive electrically originated over-speed signals from the engine, said interface comprising a shutoff shuttle valve for stopping engine fuel flow in response to the over-speed signals received, and based on pre-defined priority selection logic to prevent the rotor from over-speeding, wherein said priority selection logic relates a plurality of different gas turbine engine operating conditions to the overspeed signals, and provides that when said fuel system interface is activated, as a result of receiving an over-speed indication, fuel flow is only initiated when each over-speed signal is removed.

Sub F3
C3 13. (twice amended) A gas turbine engine comprising:
a rotor;
a fuel delivery system configured to supply fuel to said engine for operating said rotor; and
a fuel system interface coupled to said fuel delivery system to receive mechanically originated over-speed signals from the engine, said interface comprising a shutoff shuttle valve for stopping engine fuel flow in response to the over-speed signals received, and based on pre-defined priority selection logic to prevent said rotor from over-speeding, wherein said priority selection logic relates a plurality of different gas turbine engine operating conditions to the overspeed signals, and provides that when said fuel system interface is activated, as a result of receiving an over-speed indication, fuel flow is only initiated when each over-speed signal is removed.

REMARKS

The Office Action mailed August 29, 2002, has been carefully reviewed and the following remarks have been made in consequence thereof. Submitted herewith is a Submission of Marked Up Claims.